

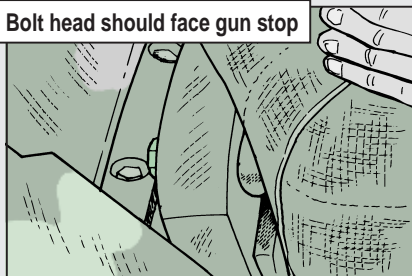
OF BACKWARDS BOLTS AND EYEBROW LIPS

Mechanics, if you get a faulty gun elevation drive (GED) gearbox reading when troubleshooting a Bradley with the STE-M1/FVS, don't panic. The fault could be the result of a backward bolt.

While testing the GED, you have to raise the 25mm gun to full elevation. If either of the bolts, NSN 5305-00-781-3927, holding the rotor rain cover in place was installed backwards, the bolt shaft will jam against the gun stop. That stops the gun from reaching full elevation.

Check the bolts. If the heads are not facing the gun stop, reverse the hardware. That'll provide enough clearance to bring the gun all the way up.

Bolt head should face gun stop

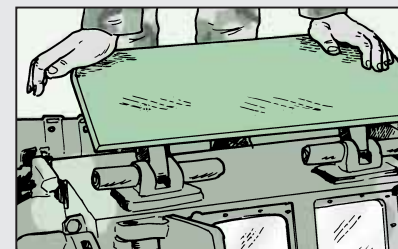
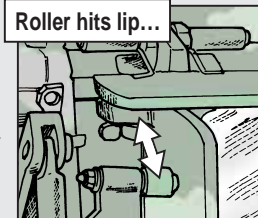


If you **still** get a GED fault reading, there's one other thing to check.

The roller on the ballistic sight cover's connecting link, NSN 3040-01-319-9000, can catch on the lip of the supplemental armor cover (eyebrow) as the gun comes up. That causes just enough hesitation during elevation to cause a GED fault.

If that's the problem, get someone to lift up the eyebrow as the gun is raised.

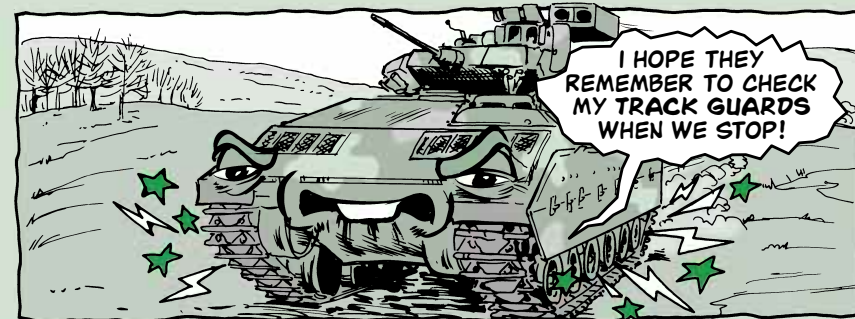
Roller hits lip...



...so hold eyebrow back when raising gun



Guard the Guards



Drivers, when doing AFTER operation checks on your Bradley's suspension system, zero in on the track guards.

Vibration combined with the constant bumps and bangs of field operation will loosen the bolts that hold the guards in place. If the guards fall off, the track can bind or even break.

While you're looking for loose bolts, eyeball the guards for chipping or cracking. Either could make the guards fail.

Report loose or damaged guards to your mechanic. He'll tighten the bolts to 151-166 lb-ft or replace the guards if necessary.

Track guard bolts loose?

